HONDA ServiceNews June 2006

Helping you fix it right the *first* time - *every* time

’07 Fit Comes With *No* Valet Key

The ‘07 Fit comes with lots of cool stuff, but what it **doesn’t** come with is that familiar gray valet key. By definition, a valet key fits just the ignition and door locks. It doesn’t fit other lockable items like a glove box, a trunk release handle, or a trunk. Since the Fit doesn’t have a trunk or other lockable items, it stands to reason it wouldn’t come with a valet key.

With every Fit, you get a set of two black master keys, which work the ignition switch, the doors, and the tailgate. Just what kind of keys you get depends on the car’s trim level. Here’s the lowdown:

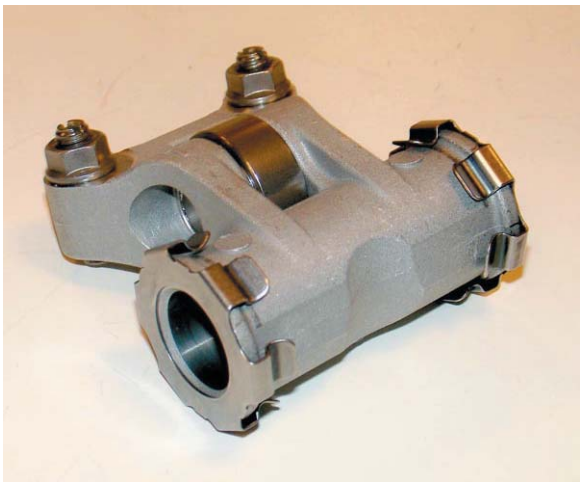
- **’07 Fit:** With this model, you get two different master keys. One key has an embossed Honda **H** trimmed in silver (P/N 35111-SLJ-307, H/C 8321499). The other key has just an embossed Honda **H** (P/N 35111-SLJ-306, H/C 8261901).

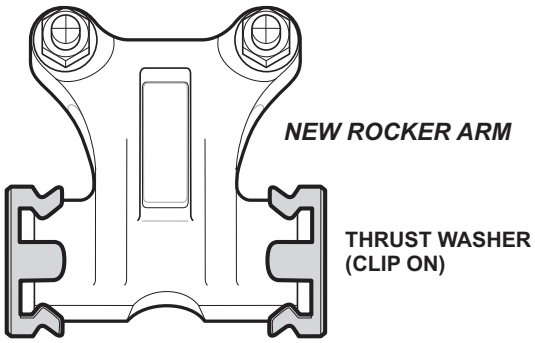
- **’07 Fit Sport:** With this model, each master key (P/N 35111-SLN-305, H/C 8321507) has a built-in remote transmitter.

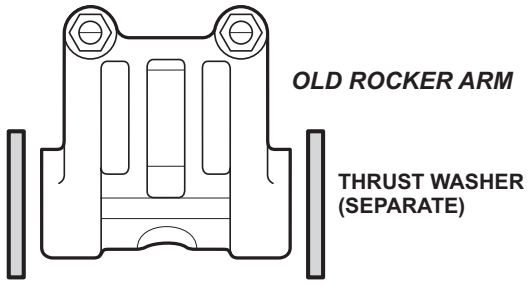
NOTE: The keyless receiver unit can store as many as three remote transmitter codes in its memory. If a Fit Sport owner wants a fourth master key—or just one without a remote transmitter—he or she needs to buy one of the master keys for the standard Fit.

Exhaust Rocker Arms Sport a New Look

Need to order new exhaust rocker arms for a ’02 Civic Si? Don’t be surprised if they’re sporting a different look from the original ones. The original rocker arm design has been changed. The thrust washers are now clipped on each end of the rocker arm.





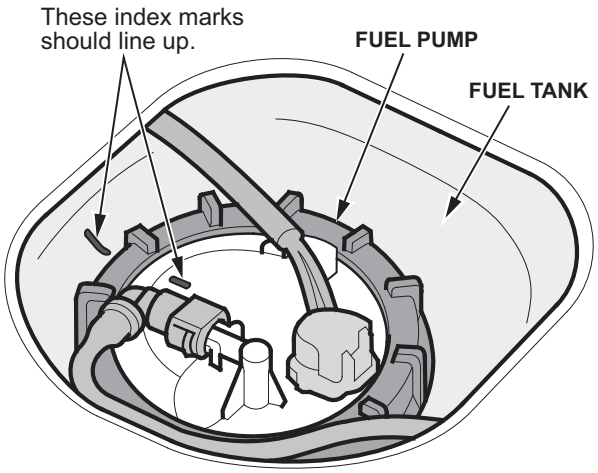


Before you install these new rocker arms, remember to remove and discard the original thrust washers on the rocker shaft. If you install the new rocker arms with the original washers intact, and then torque everything to spec, the rocker arms will lock up from the extra friction caused by those washers.

This good info came to us from **John Devine** of Honda West in Las Vegas, NV. Thanks, John.

Fuel Gauge Reads Only 3/4 Full With a Full Fuel Tank

Got a '05–06 Odyssey in your shop with a fuel gauge that reads only 3/4 full even with a full fuel tank? Check if the index mark on the fuel pump is lined up with the mark on the tank. If it's not, the fuel gauge sending unit movement is restricted and the fuel gauge will read only 3/4 full.



There's no mention in the '05–06 Odyssey S/M about lining up the index marks when installing the fuel pump, so it's easy to see how this could happen.

To fix this problem, just loosen the locknut, turn the fuel pump as needed to line up the index marks, and tighten the locknut to spec.

IMPORTANT: If the locknut was replaced within **30 days** before this repair, then go ahead and reuse the same locknut and gasket. Otherwise, make sure you replace them like it says in the S/M.

Don't Forget Nut & Gasket Set, New Fuel Line Retainers

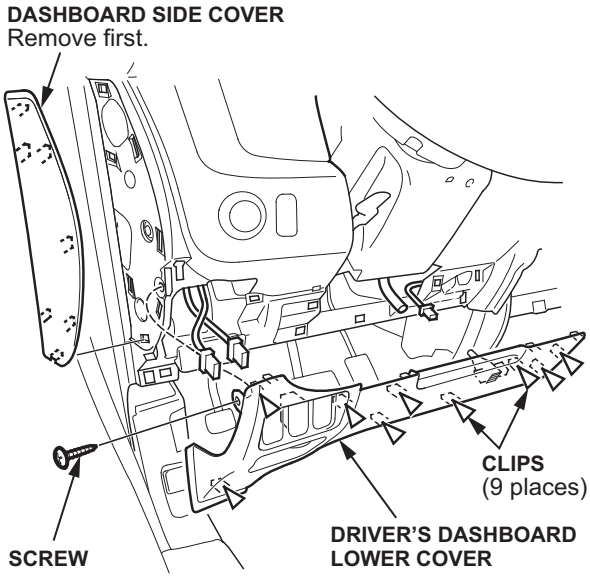
Installing a new fuel pump/fuel gauge sending unit in a Honda car or truck with a plastic fuel tank? Don't forget to install a new fuel tank locknut, base gasket, and fuel line retainers.

To ensure you're ordering the right parts, **always** refer to the parts catalog. You'll notice in the catalog that locknuts and base gaskets (previously sold as separate items) are now sold together as a Nut & Gasket Set. Fuel line retainers, though, are still sold separately.

When you install the gasket, make sure you do it on the fuel tank side, *not on the fuel pump/fuel gauge sending unit side*; this ensures the gasket doesn't get pinched or rolled. If you don't install the fuel pump/fuel gauge sending unit the right way, the MIL could come on with an EVAP control system leakage DTC.

Removing the Driver's Dashboard Lower Cover

Anytime you're removing the driver's dashboard lower cover on a '06–07 Ridgeline (to install fog lights, for instance), remember to first remove the screw on the far left side of the cover. That screw is hidden behind the dashboard side cover.



If you forget to do this, you could crack the cover or snap off its clips or hooks when you go to pull it out. And any damage caused from this isn't covered by warranty. Page 20-82 of the '06–07 Ridgeline S/M and step 40 of AII 28603-28956, *Fog Lights, 2006 Ridgeline*, and AII 32451, *Fog Lights, 2007 Ridgeline*, give clear directions to remove that screw **before** pulling out the cover.

Where's the Official Policy for Michelin® PAX System™?

Looking for Honda's official policy on PAX System tires? You'll find it just a few clicks away on the *i*N.

1. From the *i*N main menu, click on **PARTS**.
2. Click on **Parts Marketing**.
3. Click on **Programs**.
4. Click on **Honda Authorized Tire Center Program**.
5. Scroll down to **Want More Information?**, and click on PAX TIRE ASSEMBLY ROAD HAZARD Claim Processing.

Information No Longer Valid

Radio Changes Volume All By Itself; Fades In and Out

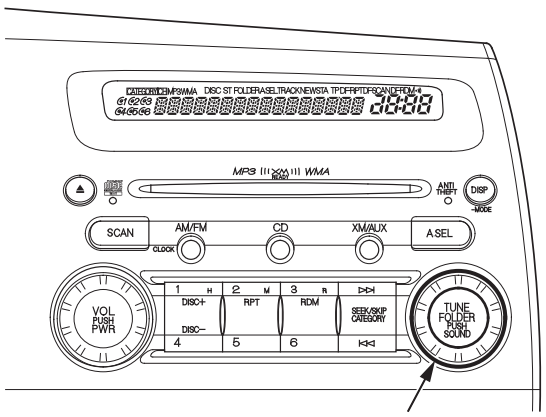
Got a ’06 Civic or ’07 Fit with a radio that changes volume all by itself or it fades in and out? The culprit could be the speed-sensitive volume compensation (SVC) mode.

This mode controls audio volume based on the car’s speed. As you speed up, the volume level cranks up; as you slow down, the volume level winds down. Service customers can easily mistake this mode for an audio system problem, especially if they haven’t read the pages in their O/M.

The good news is it’s really easy to fix. A simple adjustment of the SVC mode settings is all it takes. Here’s the lowdown:

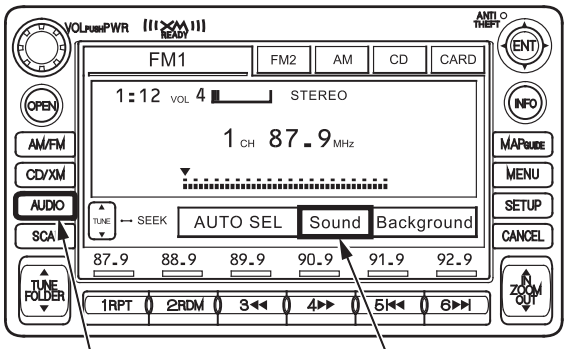
- **’06 Civic EX Without Navigation System and ’06 Civic LX:** Press the **TUNE (SOUND)** knob until you see **SVC** in the audio unit display. You can then select from four modes: **SVC OFF**, **SVC LOW**, **SVC MID** (that’s the default setting), and **SVC HIGH**. Turn the knob to change the settings.

‘06 CIVIC EX SHOWN



TUNE/SOUND KNOB

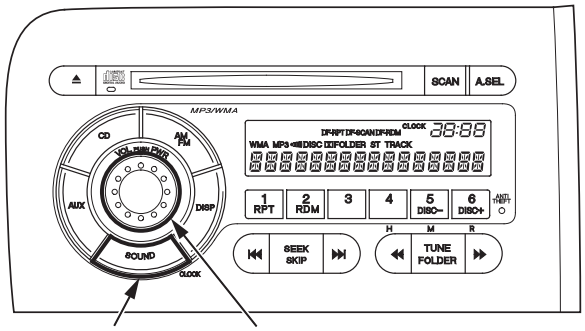
- **’06 Civic EX with Navigation System:** Press the **AUDIO** button on the side of the navigation system display screen, and select the **SOUND** icon on the screen. You can then select from **Low**, **Mid** (that’s the default setting), and **Hi**. Select another mode to change the settings.



AUDIO BUTTON SOUND ICON

- **’07 Fit and ’07 Fit Sport:** Press the **SOUND** button until you see **SVC** in the audio unit display. You can then select from four modes: **SVC OFF**, **SVC LOW**, **SVC MID** (that’s the default setting), and **SVC HIGH**. Turn the **PWR/VOL** knob to change the settings.

‘07 FIT SPORT SHOWN



SOUND BUTTON POWER/VOLUME KNOB

Speedometer and Odometer Read Higher Than Expected

NOTE: This article applies to ’06 Civics, ’00–06 Insights, and ’00–06 S2000s.

Getting gripes from service customers that the speedometer and odometer are reading higher than expected (for instance, the speedometer reads **64** when the car’s going only **40 mph**)? The reason could be the gauges are set to read kilometers instead of miles.

The display change button (**mph/km/h**) on Civics and Insights and the **SEL** button on S2000s let you switch the speedometer reading between miles per hour and kilometers per hour. They also switch the odometer and the trip meters to read in either miles or kilometers.

Each model has some slight differences to change the display. Here’s the lowdown:

- **’06 Civic:** Press and hold the **mph/km/h** button until you hear a beep.
- **’00–06 Insight:** Press the **mph/km/h** button.
- **’00–06 S2000:** Press and hold the **SEL** button until you hear a beep.

Send On-Board Snapshots to Tech Line *Before* Calling

NOTE: This article applies to '03–07 Accords, '05–07 CR-Vs, '03–07 Elements, '07 Fits, '05–07 Odysseys, '05–07 Pilots, and '06–07 Ridgelines.

Troubleshooting a car or truck with the MIL on? Before you make that call to Tech Line, first send them some on-board snapshot data. This helps give Tech Line a better idea why the MIL is on. The On-Board Snapshot function in the ECM/PCM captures and automatically stores engine parameter data at **0.1 second** intervals for the last **15 seconds** before the MIL came on. The Freeze Frame function only captures and stores data that was there the instant the MIL actually came on.

On-board snapshot data can be retrieved, viewed, and sent to Tech Line only using the HDS with version 2.004.004 or later software. *Don't try using the PGM Tester or a generic scan tool*. If you use either one to read and clear DTCs, you'll permanently clear any on-board snapshot data.

To retrieve on-board snapshot data, connect the HDS to the 16P DLC. From the **System Selection Menu**, select **PGM-FI** or **A/T**. From the **Mode Menu**, select **On-Board Snapshot.** Tap the large tick (✓) button to begin the download process. The HDS tells you when the data is being downloaded and when the transfer is done.

To view on-board snapshot data and to send it to Tech Line, check out the article "Sending HDS Snapshots to Tech Line" in the October '04 issue of *ServiceNews*. Don't have a Tech Line reference number? No problem. Just enter your dealer number followed by a zero in the **Ref No.** box.

To learn more about the HDS, visit the Online University and check out Training Module EBC04. If you need help with the HDS or its docking station, the friendly folks in Special Tools are just a phone call away at **800-346-6327**.

Parking Brake Won't Release in Very Cold Weather

Do you have a '06 Ridgeline in your shop with a parking brake that won't release first thing in the morning in very cold weather? A water leak could be the culprit.

The parking brake cables leave the passenger compartment in the lowest part of the floor. If water puddles there, it could leak down into the parking brake cable housing and freeze, especially on a cold, frosty night. If that happens, the cables won't move and the parking brake won't release.

To fix this problem, track down the source of the water leak and repair it. Then replace both parking brake cables. For the how-tos, check out S/B 05-045, *Water Leak at Right Front Floor* and S/B 06-016, *Water Leak Near the Right Rear Door*.

Always Install the ATF Filter Kit with the Reman A/T

Our reman centers have been getting some failed A/T cores recently with unopened ATF Filter Kits. This **isn't** a good thing. It means the reman A/T was installed with no in-line ATF filter or, if the failed A/T already had an ATF filter, a dirty ATF filter was transferred to the reman A/T. Either way, it's an invitation for a comeback.

To ensure you're doing the job right, **always** install the ATF filter kit if it came with the reman A/T. If there's an in-line filter already installed, then replace that filter with the fresh filter from the kit. We clearly state this in step 13 of **IN-WARRANTY EXCHANGE** in S/B 98-061, *Automatic Transmission In-Warranty Exchange Program*.

Honda Tech Line Summary Delivered Right to Your Door

Revised 2/9/10

To make life easier, Tech Line can e-mail the Honda Tech Line Summary right to your home or business. If you'd like to be on their e-mail distribution list, just send an e-mail to *TechLine@AHM.Honda.com* with your name, your DPTS number, and the e-mail address where you'd like the summary sent to. Make sure you include **Subscribe - Honda** on the subject line.

If you'd like to be taken off their e-mail distribution list, just send an e-mail to the same address as above, and include **Unsubscribe - Honda** on the subject line.

Information No Longer Valid

A Better Way to Detach and Reattach the Front Door Panel

Removing or installing the front door panel on a '06–07 Ridgeline? Although pages 20-7 and 20-8 of the '06–07 Ridgeline S/M tell you exactly how to do it, we've gotten some reports of damaged door panels (pieces broken off, broken welds, stress marks, splits in the material) where it looks like the damage happened when detaching the panel from the door.

In response, we've come up with a better way to detach and reattach the front door panel without the risk of damaging it. Keep in mind these steps apply **only** when you're actually ready to detach or reattach the panel (that's steps 6 and 8 of the S/M procedure). For complete removal and installation instructions, follow all of the steps in the S/M.

Detaching the Front Door Panel

NOTE: Although the S/M tells you to use the KTC trim tool set (or a commercially available trim pad remover), *don't use those tools*. Use your hands instead.

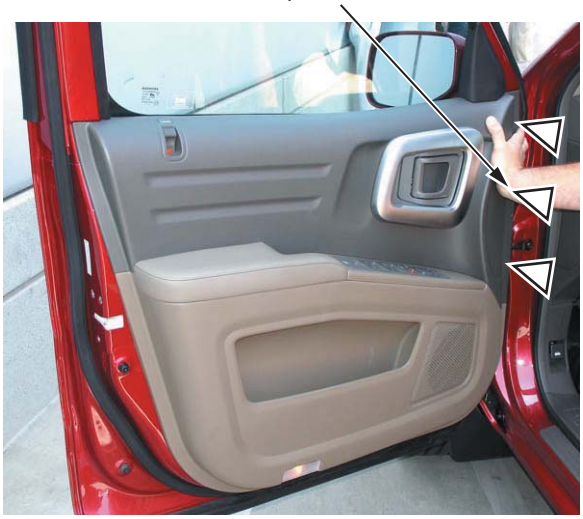
1. Starting at the lower front corner of the door panel, carefully pull back on the panel until you've detached all the lower retaining clips.

Start at this corner, and detach the lower clips.

2. While lifting straight up, pull the lower door panel away from the door to release the panel from the rest of the retaining clips and the door frame. Be careful not to stretch the wires or damage any of the connectors.

Reattaching the Front Door Panel

1. Make sure all the electrical connectors are plugged in.
2. Position clip A over the mounting hole in the door. Press down firmly with your hand until the clip snaps into place



3. Position clip B over the mounting hole in the door. Press down with your hand to snap the clip into place.

4. Make sure the remaining clips are lined up with their mounting holes, then use your hand to snap them into place.

AUTOMOTIVE Youth Educational Systems YES ®

HONDA ServiceNews

©2006 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Parts and Service Communications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives Honda permission to publish it without further consideration.

ASN 32703-43359 (1002)

ASE CERTIFIED
WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION THROUGH
National Institute for AUTOMOTIVE SERVICE EXCELLENCE